

AMENDED IN SENATE MARCH 27, 2001

**SENATE BILL**

**No. 568**

**Introduced by Senator Morrow**

February 22, 2001

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An act to amend Section 27316 of the Vehicle Code, relating to vehicles.

LEGISLATIVE COUNSEL'S DIGEST

SB 568, as amended, Morrow. ~~School-bus~~ *Schoolbus* seat belts.

(1) Under existing law, unless specifically prohibited by the National Highway Transportation Safety Administration, all schoolbuses manufactured on or after January 1, 2002, and purchased or leased for use in California are required to be equipped at all designated seating positions with a combination pelvic and upper torso passenger restraint system. Existing law declares the intent of the Legislature that school pupil transportation providers work to prioritize the allocation of schoolbuses purchased, leased, or contracted for after January 1, 2002, to ensure that elementary-level schoolbus passengers receive first priority for new schoolbuses whenever feasible.

This bill would ~~specify~~ *provide* that after completion of the National Highway Traffic Safety Administration's Next Generation Safety Research Plan and the adoption of a final rule governing ~~school-bus~~ *schoolbus* passenger crash protection systems, ~~as certified by the Commissioner of the California Highway Patrol,~~ all schoolbuses manufactured ~~24 months~~ after the adoption of the final rule, and purchased or leased for use in California, must be equipped at all designated seating positions with a ~~combination pelvic and upper torso~~ passenger restraint system, *as defined*. The bill would declare the intent of the Legislature that school pupil transportation providers work to

prioritize the allocation of schoolbuses purchased, leased, or contracted for after adoption of a final rule governing ~~school-bus~~ *schoolbus* passenger crash protection systems to ensure that elementary-level schoolbus passengers receive first priority for new schoolbuses whenever feasible.

Vote: majority. Appropriation: no. Fiscal committee: yes. State-mandated local program: no.

*The people of the State of California do enact as follows:*

1 SECTION 1. Section 27316 of the Vehicle Code is amended  
2 to read:

3 27316. (a) After completion of the National Highway  
4 Traffic Safety Administration's (NHTSA) Next Generation Safety  
5 Systems Research Plan and the adoption of the final rule governing  
6 school bus passenger crash protection systems as defined in the  
7 Federal Motor Vehicle Safety Standard 222, ~~as certified by the~~  
8 ~~Commissioner of the California Highway Patrol~~, all schoolbuses  
9 manufactured ~~24 months~~ after the adoption of the final rule and  
10 purchased or leased for use in California shall be equipped at all  
11 designated seating positions with a ~~combination pelvic and upper~~  
12 ~~torso~~ passenger restraint system.

13 ~~(b)~~

14 *(b) The NHTSA is currently conducting the "School Bus*  
15 *Research Plan" that will establish the next generation of occupant*  
16 *protection for schoolbus passengers.*

17 (c) For purposes of this section, a "passenger restraint system"  
18 is a *combination pelvic and upper torso passenger* restraint system  
19 that is in compliance with ~~Federal Motor Vehicle Safety Standard~~  
20 ~~209, for a type 2 seatbelt assembly, and with Federal Motor Vehicle~~  
21 ~~Safety Standard 210, as those standards were in effect on the date~~  
22 ~~the schoolbus was manufactured.~~

23 ~~(e) NHTSA's final rule as it applies to the Next Generation~~  
24 ~~Safety Systems Research Plan as it applies to schoolbus occupant~~  
25 ~~protection.~~

26 (d) No person, school district, or organization, with respect to  
27 a schoolbus equipped with passenger restraint systems pursuant to  
28 this section, may be charged for a violation of this code or any  
29 regulation adopted thereunder requiring a passenger to use a



1 passenger restraint system, if a passenger on the schoolbus fails to  
2 use or improperly uses the passenger restraint system.

3 (d) It is the intent of the Legislature , in implementing this  
4 section, that school pupil transportation providers work to  
5 prioritize the allocation of schoolbuses purchased, leased, or  
6 contracted for after adoption of a final rule governing school bus  
7 passenger crash protection systems as defined in the Federal Motor  
8 Vehicle Safety Standard 222, ~~as certified by the Commissioner of~~  
9 ~~the California Highway Patrol~~, to ensure that elementary-level  
10 schoolbus passengers receive first priority for new schoolbuses  
11 whenever feasible.

